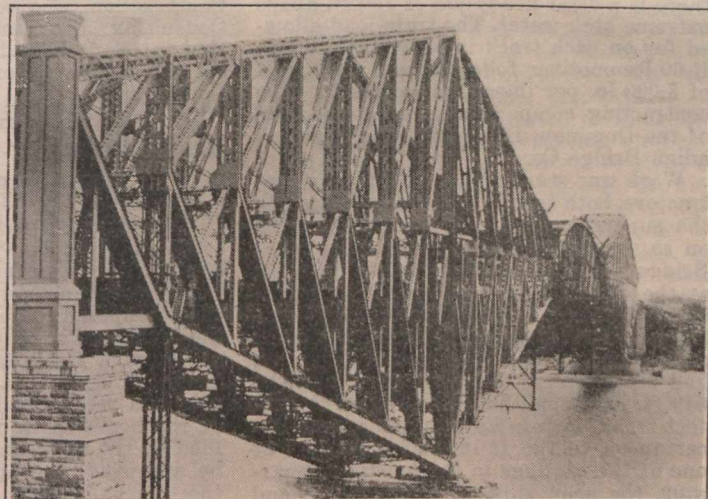
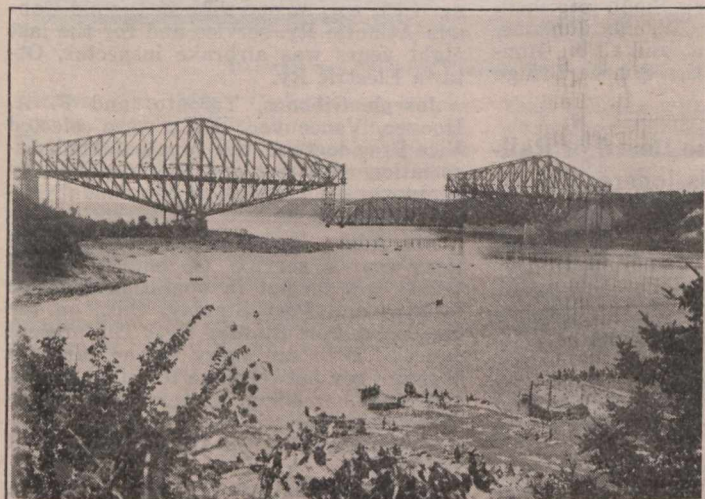
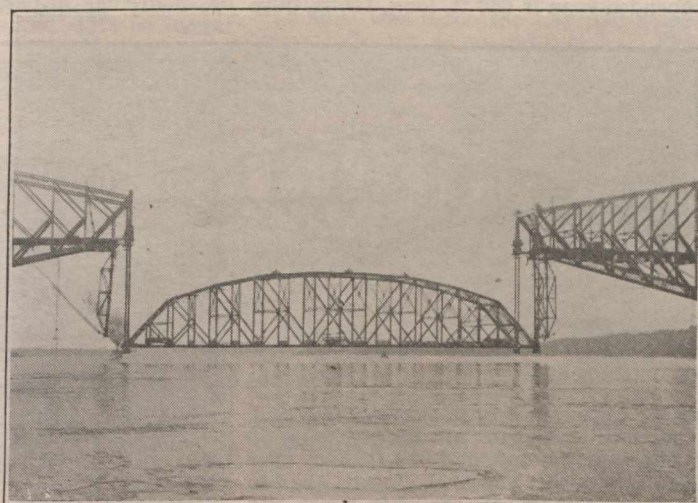
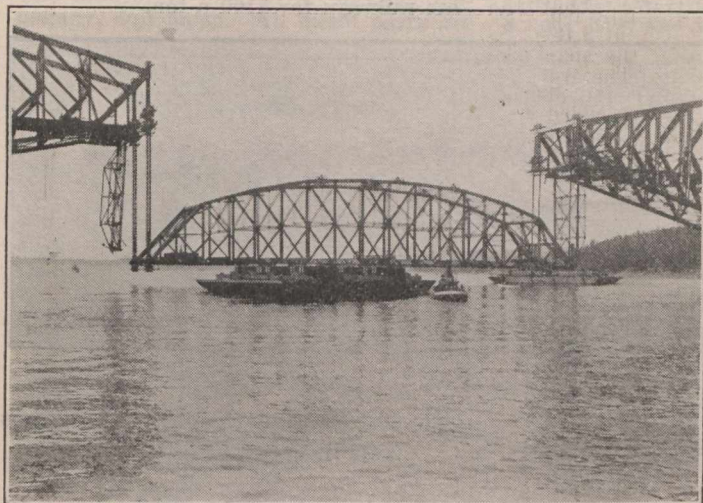
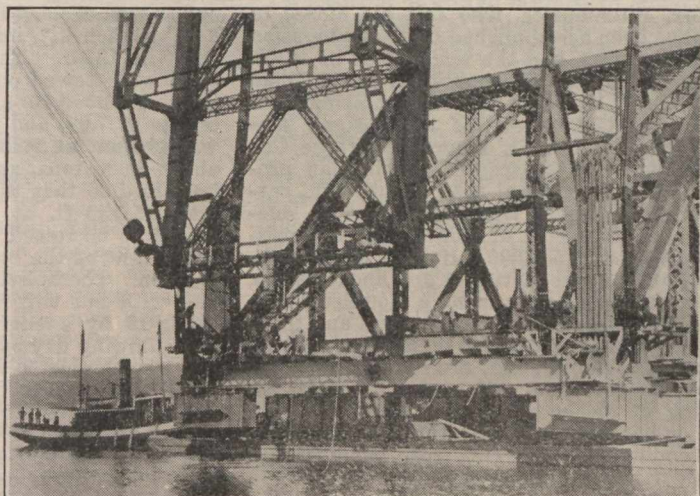
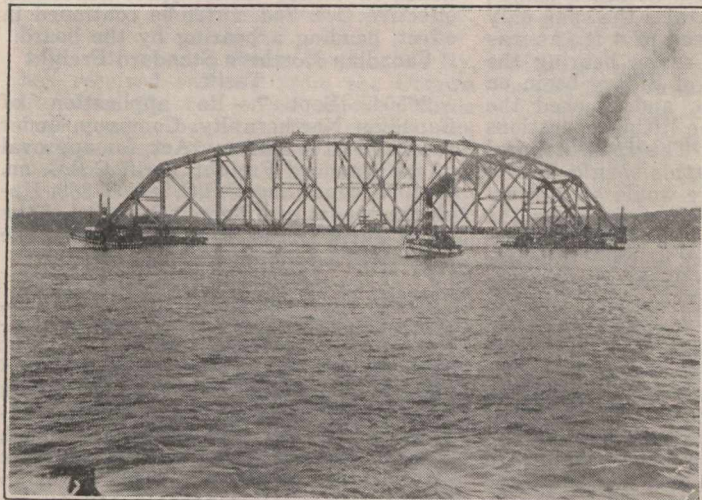


of 1902, and from that time forward the erection of the steel work went on apace, and was carried on without interruption until Aug. 29, 1907, when over 1,300 ft. of the steel work had been erected from the south end. This comprised the an-

gate the cause of the collapse, and after a lengthened hearing of expert evidence, and the consideration of plans, etc., the commissioners came to the conclusion that the accident was caused by a defect in one of the chords.

Engineer of the London, Eng., County Council, and one of the construction engineers of the Forth bridge; and R. Mojeski, Chicago, Ill. They prepared plans which were made public in Feb., 1910, and which provided for the reduction of the



Quebec Bridge. The placing of the suspended span

First row: Span being towed up the river. 2. Pinning south end of span to hoisting chain.

Middle row: 3. Pontoons floating from under span, during its third lift. 4. Span as suspended at luncheon time, Sept. 17.

Lower row: 5. Entire bridge, showing main span as suspended early on Sept. 18. 6. Entire bridge, with span in position, Sept. 20, 3 p.m.

chor span, and practically one-half of the central span, reaching out to within about 100 ft. of what would have been the centre of the completed bridge. The whole of the completed structure collapsed, occasioning the death of 65 men who were working on it. The Dominion Government appointed a commission to investi-

The next stage in the history of the matter was the determination to take over the bridge undertaking and to carry it to a completion as a Dominion Government work. The design of the bridge was placed in the hands of a commission consisting of H. E. Vautelet, a former C.P.R. Chief Engineer; M. Fitzmaurice, Chief

main span from 1,800 to 1,758 ft., with the necessary readjustment of the anchor and shore spans. The new plans necessitated the rearrangement of the substructure, and a contract was let to M. P. and J. T. Davis, details of which were given in Canadian Railway and Marine World for Mar., 1910, pg. 189. Bridge builders